

COMMERCIAL.

THURSDAY, DEC. 11, 1856.

The weather for the past week or two has been very unsettled, preventing the departure of vessels which have been ready for several days. We would urge masters of ships not to be too anxious to go to sea when the south wind is blowing, and a heavy swell is on the bar. A delay of a few days, although it may be annoying, will allow of a departure with no risk.

Since our last issue, we have had three merchant arrivals and three departures, all of them with full cargoes in or out. The *Messenger Bird*, 141 days from Boston, brings an unusually varied assortment of merchandise. The *Kate Darling*, from Society Islands, brings a cargo of oranges, and the *brig Recovery*, from Vancouver's Island, has a cargo of lumber, salmon and cranberries. The *Pampero* sailed on Saturday with a very valuable cargo, consisting of 304,796 gallons oil, 17,066 lbs. bone, and 14,155 skins, worth in New York \$333,602.

Trade has been brisk during the past week, and money appears to be more abundant. The government has been enabled to pay off a large amount of arrearages due to employees, as its collections from taxes and customs have been considerably in advance of its current expenses.

The sales of effects of the whaler *Natchez* have thus far realized about \$4,000. The hull and sails at auction for \$200—bought by Capt. Spencer. The weather for the past few days has not been favorable to getting it off the reef, though there is still a prospect of its being accomplished. The oil saved from the *Natchez* is being shipped on board the whaler *Illinois* or New Bedford.

The whaling bark *United States*, of Stonington, has been condemned at this port, and was sold at auction on the 10th with lower and topmasts standing for \$1,000, Williams & Co. purchasers. Her sails, boats and casks were sold separately.

LATEST DATES, received at this Office.

San Francisco	Nov. 17	Paris	Oct. 1
Panama, N. G.	Nov. 10	Hongkong	Aug. 23
New York	" 20	Sydney, N. S. W.	July 30
London	" 4	Tahiti	Nov. 1

Ships Mails.

For SAN FRANCISCO, per ship Post, on Monday or Tuesday next. For LAMARCA, per *Kamoi*, on first fair wind. For HILO, per *Manuakoa*, on 1st. For KAWAIAH, per *Mary*, to-day, or first fair wind. For ACKLAND, N. Z., per ship Warren, to-day or to-morrow. For TAHITI, per *Escape*, about Dec. 20.

PORT OF HONOLULU, H. I.

ARRIVALS.

(For full reports of Whalers arrived, see Shipping List on 4th page.)

- Dec. 4.—Am. wh. *Harmony*, Hempstead, from Ooh, 750 wh, 10,000 bone.
 4.—Haw. wh. *Maria*, Molokai, from Lahaina.
 4.—Haw. wh. *Rialto*, from Kaula, with cargo of oranges.
 4.—Haw. wh. *Berill*, from Kaula, with cargo of oranges.
 7.—Haw. wh. *Kamoi* and *East Maui*, both from Lahaina.
 7.—Haw. wh. *John Young*, from Kaula, with cargo of oranges.
 7.—Haw. wh. *John Young*, from Kaula, with cargo of oranges.
 8.—Am. wh. *Harvest*, Spencer, from Hilo, 700 wh, 8,000 bone.
 9.—Am. wh. *Champion*, Gray, from Hilo, 1150 wh, 12,000 bone—sailed same day to cruise.
 9.—Am. wh. *Illinois*, Unger, from Hilo, 300 wh, 4,500 bone.
 9.—Am. wh. *Messenger Bird*, Homer, 141 days from Boston, mds to B. W. Field.
 10.—Brit. brig *Recovery*, Mitchell, 23 ds from Vancouver's Is, mds to H. J. Mitchell.

DEPARTURES.

- Dec. 4.—Sails *Kamoi*, Chadwick, for Lahaina, and *Kamehameha*, Glick, for Kaula, Hawaii.
 4.—Am. wh. *Livian*, Leonard, cruise.
 4.—Fr. wh. *Palas*, Couper, Havre.
 4.—Haw. wh. *Excel*, Antonio, for Kaula.
 5.—Am. wh. *Ship Montreal*, Gray, for New Bedford.
 6.—Am. wh. *Ship Philip*, Sisson, cruise home-ward.
 6.—Am. wh. *Ship Arab*, Grinnell, for New Bedford.
 6.—Am. wh. *Ship Agate*, Hunter, for coast California.
 8.—H. B. M. S. *Havannah*, Harvey, Bird Is.
 8.—Am. wh. *Ship Panama*, Cogges, for New York.
 8.—Am. wh. *Ship Sheffield*, Green, for Kaula.
 8.—Am. wh. *Ship Oscar*, Cross, to cruise home.
 9.—Am. wh. *Ship Thos. Nye*, Smith, New Bedford.
 9.—Am. wh. *Ship James*, Winslow, cruise.
 17.—The last three vessels are still in port, waiting a fair wind.

MEMORANDA.

Bark Messenger Bird, Homer, left Boston July 21, was off Cape Horn 21 days, had light winds from the Cape to the equator and strong East winds for the last few days.
 The *barque Palmer* will probably have a very short run of 12 to 14 days over to San Francisco, as she has had strong southerly winds, which she will find more favorable as she gets to the eastward.
 On board ship *Pocahontas*, Chas. Weeks, seaman, was injured July 4, by the bursting of the ship's gun. Is now under charge of Dr. Guilfoyle at the U. S. Hospital in this place.
 Brig *Recovery*, 23 days from Vancouver's Island, reports sch. *Cynthia* Anne, as having sailed three days previously for Honolulu. Left no vessels in port.
Bark Harvest left Hilo Thursday Dec. 4.—No vessels in port. Sch. *Livian* was a week overdue, but not heard from. She will probably not be back from Hilo before Saturday or Sunday next.
Ship Roman, Devol, from Lahaina, Dec. 9th, reports only 4 whalers at anchor.

VESSELS IN PORT.—DEC. 10.

H. I. M. S. *corvette Emu*, Gilmere.
 Am. clipper *John Gilpin*, Riggs, loading oil and bone for U. S. Br. *Cynthia*, for freight or charter.
 Am. sch. *Gladiator*, Whitfield, loading oil.
 Am. sch. *McMinn*, Rice, " "
 Am. br. *L. P. Palmer*, for freight, soon for San Francisco.
 Bremen sch. *Post*, Wiegand, " "
 Chilean brig *Esmeralda*, Gasso, " "

WHALERS.

Ships Alice, Mandell, Dennis.
Ocean, Norton, Miller.
Montreal, Gray.
Gustav, Gillis.
Magnolia, Cox.
Syren, Wells, Besse.
Adeline, Gibbs, Pomeroy.
Pacific, Snell.
India, Long.
Omega, Sanborn.
Janus, Winslow.
Thos. Nye, Smith.
Abraham, Barker.
Phenix, Williams.
Chas. Phelps, Layton.
Wm. Edger, Drake.
Oscar, Cross.
Philip, Ist, Sisson.
Roman, 2nd, Blackmer.
Waverly, West.
Margen, Skinner.
California, Manchester.
Corinthian, Russell.
Barnstable, Fisher.
Omega, Sanborn.
Hocley, Cole.
Arnold, Sarvent.
South Boston, Randolph.
 Total—58 whalers.

Coasters in Port.

Sch. *John Dunlap*, Canby.
 " *Kamoi*, Chadwick.
 " *Mary*, Berill.
 " *Rialto*, King.
 " *Manuakoa*, Beckly.

Vessels Expected from Foreign Ports.

Am. ship *Raduga*,—was to leave Boston about Oct. 30, with cargo mds for Honolulu, to C. Brewer.
 Am. clipper ship *B. F. Hoxie* was to sail for Honolulu about Nov. 23, from San Francisco, for freight.
 American clipper bark *Phony* Major, to sail for San Francisco, about Nov. 30, due here Dec. 16, with the U. S. Mails.
 Bremen brig *Kamoi* was to sail from Bremen latter part of Sept. with cargo merchandise to Hoffschlager and Staphenhorst.

PASSENGERS.

For SAN FRANCISCO—per *Francis Palmer*—D. C. Woods, Chas. H. Rives, Mabley Payne, Capt. Williams, Josiah Farrington, John Bordin, D. Hart, William Cheesman, John Beattie, Charles Barnes, Chas. Dana, H. C. Niles, Mrs. Constable and 2 children, Geo. Lombard, Henry Sells, Benj. Macomber, James Swift, Dan Finley, Geo. Froeborn, Jas. Ramos, Joseph King, Joseph Brown, James Koppel, Dennis Harpell, Wm. Ravensberg, Wm. Miller, Ruben Dunbar, John Hyde, Frances Niles.
 From Boston—per *Bark Messenger Bird*—Mrs. A. Potter, Mrs. Capt. Homer and Child.
 From VAN COUVER'S ISLAND—per *Recovery*—E. M. Grubb, Peter Burke, Alex. Gervais.
 From HAWAII—per *Kate Darling*—Mr. Smith, lady and 2 children, Mr. Niles and Chinaman.
 For NEW YORK—per *Pampero*—A. V. Rogers.
 For TAHITI—per *Sheffield*—Mrs. Green, Mr. Dougherty.

IMPORTS.

Boston—per *Messenger Bird*—8 cases Books and Stationery, 30 bags Brandy, 19 cases Brandy, 1 box Candles, 9 cases Candles, 13 cases Champagne, 6 trunks and 25 chests Clothing, 100 coils Cordage, 150 pkgs do, 3 pkgs Carl, 50 cases Cherry Cordial, 30 pkgs Drugs and Paints, 20 cases Merchandise, 52 pkgs do, 3 bds do, 13 bds Furniture, 3 cases Goods, 125 pkgs Hardware, 6 bds do, 8 bds do, 74 bds do, 14 bds do, 11 cases do, 56 or 8, 2 chests do, 4 pkgs do, 1 case Lager Beer, 200 cans, 3 cases Raisins, 2 pkgs Flour, 24 pkgs Ship Pump, 50 lbs soap and tallow, 10 lbs soap, 1 pkgs tallow, 10 lbs soap, 20 cases schieffan schnapps, 1 case tracts, 1 box do, 500 spades, 20 cases schieffan schnapps, 1 case tracts, 1 box do.

11 bbs shoes 4 cks wine, 104 cks wine, 65 kgs whiskey, 30 cks whiskey, 4 bds butter, 1 bbl beer, 1 bbl blacking, 4 bbs bags, 1 etc crockery, 2 bbs chocolate, 10 bbs crackers, 10 bbs codfish, 4 cks cloths, 1 cks chains, 2 cks male collars, 101 pkgs cordage, 5 cks do, 10 bbs do, 1 bbs do, 43 trunks hams, 2 cks do, 5 cks herrings, 81 bbs hoop iron, 124 bbs heads and staves, 10 stores hollow ware, 150 cks boots and shoes, 24 bbs saltpeper, 76 kgs white lead, 34 kgs zinc, 5 cks salt, 13 cks dry goods, 26 cks flour, 106 bbs do, 7 bbs dry goods, 2 cks do, 10 bbs shoe leather, 240 bbs pickets, 1088 ps pine boards, 200 bbs clap-boards, 350 lbs sail, 5 cks and 12 bbs navy bread, 2 cks and 6 bbs pilot do, 5 bbs water do, 6 1/2 bbs mead, 90 doors, 12 bbs blinds, 14 kgs paint, 6 bbs windows, 17 casks trow lines, 6 bbs missionary goods, 15 pkgs do, 1 bbl do, 7 cks do, 6 bbs almonds, 1 cks blacking, 1 bbl bristol bricks, 56 bbs beef, 20 bbs crackers, 2 bbs cayenne pepper, 10 cks and 6 bbs do, 1 bbs chocolate, 1 bbl corks, 6 bbs corn starch, 60 bbs cigars, 1 furnace, champagne, 3 trunks, caps, 1 cks cologne, 1 pipe figs, 1 pipe figs, 6 cks ginger, 2 pipes gin, 48 cks glass-ware, 50 bbs do, 30 tps iron, 11 cks lard, 200 kgs white lead, 10 bbs macaroni, 10 bbs composition nails, 50 kgs nails, 12 bbs oakum, 1 cks prunes, 10 cks pimento, 10 cks pipes, 64 bbs split peas, 1525 feet plank, 300 feet pickets, 25 bbs pork, 8 cks powder, 8 bbs pigs, 1 cks sardines, 3 bbs rum, 30 bbs rice, 4 bbs rice, 1 cks soap, 6 bbs salaratus, 3 bbs stuff, 1 cks spool cotton, 1 cks shawls, 2 pkgs table covers, 2 bbs thread, 12 bbs tar, 1 pkgs turmeric, 5 bbs vermicelli, 6 bbs vinegar, 1 bbl whiskey, 1 cks white wine, 1 cks wine, 1 bbl wadding, 151 pkgs wooden ware, 12 cks yellow metal, 15 bbs soda, 701 pkgs glass, 36 bbs scales, 4 cks Drugs.
 Tahiti—per *Brig Escape*—100 cks brandy, 13 bbs black, 10 bbs martell's brandy, 2 bbs juniper berries, 1 bbs salad oil, 5 cks, absynthe, 2 cks sardines, 2 cks julien, 2 cks prints, 10 baskets sport, 16 lbs beans, 1 cks panama hats, 57 bars iron, 20 bbs pork, 66 cks soap, 15 cks dry goods, 1 pkgs dry goods, 1 cks soap, 11 cks wine and spirits, 3 octaves sherry wine, 300 baskets charcoal, 33 cards fine wool, 3 anchors, 4 chains, 1 parcel spec, 8 cks mds, 1 sample do.
 For SAN FRANCISCO—per *L. P. Palmer*—67,000 Oranges, 6 bbs tallow, 6 bbs and 4 kgs syrup, 20 bbs molasses, 26 cks mds, 28 pkgs pills, one boiler, and machinery for steam Akamai.

EXPORTS.

PAMPERO, New York—1647 lbs bone fm ship Jefferson, 8956 lbs bone, 30120 gals oil fm ship Huntsville, 13739 lbs bone from Syren Green, 7092 gals whale oil, 1500 lbs bone fm bk Black Eagle, 11225 gals wh oil fm bk Florida, 6293 lbs bone fm bk Delta, 67021 gals wh oil fm bk Chas. Canard, 9704 lbs bone fm bk Chas. Phelps, 14225 lbs bone fm bk Electric, 630 gals oil fm bk Agate, 17265 lbs bone fm bk N. S. Perkins, 18397 lbs bone fm bk Delaware, oil fm bk Philip Ist, 11695 lbs bone, 37516 gals oil fm bk Sheffield, 45885 gals whale oil, 472 gals slush, 5797 lbs bone fm bk Alice, 11309 gals oil fm bk Alex. Coffin, 23289 lbs bone fm bk India, 20398 lbs bone fm bk Phoenix, 18400 lbs bone fm bk bk Delaware, 10046 gals skins, 96 hides, J. C. Spaulding, 2 cks mds Hoffschlager & Staphenhorst, 3210 gals skins Ag. Douché, 1 cks whiskey, SAN FRANCISCO—Bk P. Palmer, 488 bags salt, 1 cks mds, 4 pkgs spec, 1 bbl for spec, 1 pkgs bar, 200 hides, 97 pkgs tallow.

MARRIED.

On the 6th inst., by the Rev. S. C. Damon, Capt. HENRY GREEN, of New York, to MARY, second daughter of L. D. Frick, L. D., late Chancellor of the French Consulate at Honolulu.

DIED.

On board ship *Pocahontas* July 5, in the Ochotok Sea, GEORGE REGAL, cooper, a German. He was killed by the bursting of the ship's gun.

Also, at the United States Hospital, CHARLES OSBORN, an American seaman, late of same ship.

PLACES OF WORSHIP.

SEAMEN'S BETHEL.—Rev. S. C. Damon Chaplain—King street, near the Sailors' Home. Preaching on Sundays at 11 A. M. and 7 P. M. Seats free. Sabbath School after the morning services.
 FORT STREET CHURCH.—Services at present in the Court House, up stairs.—Rev. J. D. Strong, Pastor. Preaching on Sundays at 11 A. M. and 7 P. M. Seats free. Sabbath School meets at 10 A. M.
 METHODIST CHURCH.—Nuanuu avenue, corner of Fort Street.—Rev. Wm. S. Turner, Pastor. Preaching every Sunday at 11 A. M. and 7 P. M. Seats free. Sabbath School meets at 10 A. M.
 KING'S CHAPEL.—King street, above the Palace.—Rev. E. W. Clark, Pastor. Preaching every Sunday at 11 A. M. and 7 P. M. Seats free. Services, in Hawaiian every Sunday at 9 A. M. and 3 P. M.
 CATHOLIC CHURCH.—Fort street, near Beretania—under the charge of Rev. J. B. Murphy, assisted by Rev. J. Abbe Modeste. Services every Sunday at 10 A. M. and 2 P. M.
 SMITH'S CHURCH.—Beretania street, near Nuanuu street.—Rev. Lowell Smith Pastor. Services, in Hawaiian, every Sunday at 10 A. M. and 2 P. M.

PLACES OF AMUSEMENT.

ROYAL HAWAIIAN THEATRE.—Corner of Hotel and Akaka streets.—Messrs. Graves & Whittier Managers. Performances every night.
 ROWE'S PIONEER CIRCUS.—Corner of Nuanuu and Hotel streets.—(Messrs. Rowe and Smith, Proprietors.) Performances every evening.

SPECIAL BUSINESS NOTICE.

Persons desirous of mailing papers, can procure them at our counter nearly done up in wrappers, five copies for 50 cents, or twelve copies for a dollar.

TERMS.—Six Dollars per annum.

Single Copies 12 1/2 cents each.

AGENTS FOR THE COMMERCIAL ADVERTISER.
 Lahaina, Maui - C. S. BARTOW, Esq.
 Makawao, E. Maui - L. L. TORRETT, Esq.
 Hilo, Hawaii - J. H. WORTH, Esq.
 Kaula, Hawaii - Capt. JAS. A. LAW.
 Kona, Hawaii - THOS. H. PARIS, Esq.
 Kulu, Hawaii - Dr. J. H. WORTH, Esq.
 San Francisco, Cal - L. P. FISHER, Esq., Mer. Ex.
 New Bedford and U. S. - B. LINDSEY, Ed. Ship List.

THE PACIFIC Commercial Advertiser.

THURSDAY, DECEMBER 11.

In order to give a full statement of particulars relating to the loss of the ship *Natchez*, of New Bedford, we give up a large portion of our issue of this week to the following documents, relating to the unfortunate affair. Some may have thought that not enough was done toward saving the oil; but the great risk of remaining at the north so late in the season as the date of the wreck, when the intense cold froze the sails of the vessel, and Capt. Bellows, as well as some of his men, suffered from the weather—must be taken into consideration.

EDITOR COMM. ADVERTISER.—Sir:—As the circumstances attending the loss of the whaler *Natchez*, in Ochotok Sea, in October last, have excited considerable interest in this community, and as some persons have censured us for the action we have taken since the return of the *Harmony* to this port, with regard to the articles saved from the *Natchez*, we desire to lay before the public the following affidavits, which, we think, will justify us, and throw the blame upon those who deserve it.

Yours, Very Respectfully,

Honolulu, Dec. 9, 1856. R. COADY & Co.

Honolulu, Dec. 8th, 1856.

MESSRS. R. COADY & Co.—Gentlemen:—I take a few moments of time to state to you the particulars of the disaster of the ship *Natchez* of New Bedford, Capt. Bellows.

In "Potter's Bay" at 12 M. we passed through a passage called by whalers "The Gut," leading from Shantar Bay to proceed to sea. At this time the weather was fine. On the 8th the weather was clear and moderate with the wind light and baffling until about 6 P. M., four sail being in sight, about which time a breeze sprang up from the S. E. gradually hauling to the East, and during the night continued blowing strong from the same quarter. During the night we close reefed the topsails and hauled up the courses wearing ship several times. We stood to the southward under this sail until about 10 o'clock A. M. when in wearing ship we discovered land about one mile off, we wore and stood off from it when we held a consultation and concluded to wear ship and see what land it was. We made the land again and ran down along shore until we made Bush Point, and then dove aboard the head yards when the Captain concluded to take it in and anchor. We kept off again and ran into "Potter's Bay" under close reefed topsails. The weather at this time was thick, attended with frequent snow squalls and blowing heavy. At 3 P. M. on the 9th we came to anchor in about 64 fathoms water, our sails were furled and we had both

anchors ahead with about 140 fathoms of chain on each, which did not fetch her. She still continued to drag until she struck bottom in about 44 fathoms water, when we concluded to out away our masts to keep her from dragging further, which we did, it having the effect of stopping her from going farther, though she still continued striking occasionally at both ends at low tide. The spars, masts, sails and rigging with all attached drifted ashore. We tried the pumps and found but little water. The sea was heavy. At 12 o'clock midnight the gale broke and the wind hauled N. W. to the westward, moderating fast. At daylight we saw a vessel at anchor and the captain took a boat and went on board of her to see what arrangement he could make with the captain of the vessel to take our oil to the Sandwich Islands. At 11 o'clock Capt. Bellows and Capt. Hempstead came on board together. Fine weather, wind moderate from the S. W. On the 10th Capt. Hempstead went on board his ship again and took her up the bay about 7 miles and anchored. Fresh winds from the westward with some snow. The Captain of the bark *Harmony* came on board with a boat's crew. Previous to this our fourth mate went on board of the *Harmony* and got a kedge anchor to warp the ship up the bay. Employed in breaking out provisions &c. Tried the pumps and found no water.

11th day. Strong winds from the N. W. with snow squalls, the vessel struck several times, we cut away the jib and flying jib booms to keep the ship from pitching so heavily.

12th. Fine weather. Ran the kedge anchor out and hove both our anchors up, they being clear. We then commenced and warped the hull into the middle of the bay and then towed the ship up to the place where the bark *Harmony* lay at anchor and dropped our anchor.

13th. The Capt. of the bark then went on board of his vessel he having been on board since the 10th. Got the sick men, some provisions and the men's clothing on board of the bark. At about 10 A. M. got our anchor and proceeded up the bay, captain Hempstead and some of his men on board at this time. Lowered our boats and towed our vessel up towards the head of the bay as far as we wanted to go and came to anchor. Weather clear with strong winds from the N. At high water ran the ship ashore on a mud flat and got out lines ashore and hove the ship as far as we could up on the beach; we then broke out provisions and stowed them in the blubber-room and started fresh and salt water to lighten the ship. Weather fine. We then at low water carried out our anchors and chains and at high water hove the ship up as far as we could, all hands on board of the ship assisting. At 11 P. M. took the anchor and chain and carried it ahead again, at low tide shackled the chain together and hove the spare chain in and hauled the hawser and the two small lines taught. The ship was high and dry at low water for some distance.

At about 7 A. M., on the 16th, Capt. Bellows told me (D. Y. Dyer), to get the men into the boats with what things they had; I did so; he then sent the second officer, Mr. Barker, off with what was in his boat to the bark *Harmony*—which he did. He then told me to take my boat and go on board also. I asked him what he was going to do with the vessel. He told me he had sold the vessel to Capt. Hempstead, and that he was going to abandon her. I told him that I protested against it, for I was willing to stop by the wreck. He then ordered me to get into the boat and I did so. The third and fourth mates, arper and one boatsteerer at the time had pulled towards the shore. The Captain then abandoned the ship to the devil. We then pulled away from the wreck. The third and fourth mates, carpenter and boatsteerer pulled aboard again. We (the rest), went on board the bark *Harmony*. The four men left by the ship were hired to stop there by Capt. Hempstead—so Capt. Bellows told me. Capt. Hempstead has been on board of the ship *Natchez* all the time, except about two days—he and Capt. Bellows ordering and working together all the time that the men were employed about the ship, hauling, pulling, &c. The ship at the time of the abandonment was in good condition, the bottom sound, except about fifteen feet of shoeing forward and ten aft. Did not leak any. The spars and masts lying ashore about half a mile from the place where we cut them away. And it is my candid opinion that if I could have had Mr. Barker and a boat's crew, that I could in a fortnight's time have rigged sufficient jury-masts to have brought her to this port for the good of all concerned—which I and Mr. Barker had offered to do previous to leaving the first anchorage.

I now close with giving you a memorandum of the things sent on board the bark *Harmony*, as near as my memory serves me (proven true)—Forty barrels of beef and pork, five casks of bread, one cask and a half of flour, three kegs of butter, 13 boxes of tobacco and preserved meats, &c., two iron pumps, two chronometers, &c.

This is the true doings and situation of the ship *Natchez*; in witness, we, the undersigned, have put our names.

(Signed.) First Officer, D. Y. DYER, Jr.
 Second Officer, W. S. BARKER.

We, the undersigned, aver that these statements are true, and will swear to the same.

(Signed.)

James H. Edick, Boatsteerer.
 Wm. Pain, Seaman.
 James Green, do.
 W. P. Smith, Cooper.
 John Thornton, do.
 J. H. Toft, do.
 John H. Jordan, Seaman.
 Wm. L. Sule, do.
 George W. Ladd, do.
 William McCarter, Steward.

Personally appeared before me at the U. S. Consulate the sixteen persons who have signed the above foregoing statement, and declared that they signed the same of their own free will and accord; and have made oath to the truth of the said statement before me, and I hereby certify that the aforesaid persons are of the crew of the American ship *Natchez*, of New Bedford, whereof Dexter Bellows was the late master.

In testimony whereof, I have hereunto set my hand and Consular Seal at Honolulu, H. I., this 8th day of December, A. D., 1856.

(Signed.) GEO. A. LATHROP,
 U. S. Vice-Consul. [L. S.]

HONOLULU, December 6th, 1856.

MESSRS. R. COADY & Co., Agents and owners of Am. Bark *Harmony*. Gentlemen:—We the undersigned George F. Hazard, Boatsteerer; and George S. Smith, Carpenter of the bark *Harmony* would respectfully inform you that about the 7th or 8th of October last, the bark *Harmony* commanded by Elias Hempstead was got under weigh from Potter's Bay, Ochotok Sea, bound to this port, that a gale coming on we returned to this bay and let go our anchor on the next day about 5 or 6 o'clock in the morning the gale having subsided we were ordered by Capt. Hempstead to get under weigh for our return to this place. We hove up the starboard anchor and hove short on the larboard anchor, say within 20 fathoms, and everything prepared for a start when we discovered the ship *Natchez* of New Bedford ashore with masts cut away and a boat coming for us, we stopped our

work, and a short time after the boat came along-side Capt. Bellows and Mr. Lockman his fourth mate. Capt. Bellows and Capt. Hempstead immediately went into the cabin, and after remaining about 20 minutes Capt. Hempstead came on deck, ordered the anchor weighed and worked the ship into smoother water and nearer to the *Natchez* and let go our anchor. Capt. Bellows and Capt. Hempstead then went on board the *Natchez* and after stopping some time Capt. Hempstead returned with two chronometers, two trunks and some other articles belonging to Capt. Bellows. About 4 o'clock the same day Capt. Hempstead took a kedge anchor belonging to the *Harmony* on board the wreck. At this time there was a favorable wind and an excellent opportunity for our getting under weigh, with ample time for the officers and crew of the *Natchez* to get on board.

On the next day Capt. Hempstead went on board the *Natchez* with the waist boat and boat's crew which remained on board the *Natchez*. On the next day (1) Hazard went on board of the *Natchez* in the bow boat of the *Harmony* manned by her crew, upon our arrival on board the *Natchez* Capt. Hempstead had full charge of the wreck, giving orders to the crew of the wreck as well as to ourselves. We were ordered by Capt. Hempstead to get in our boats and commence towing the wreck to the *Harmony* we both got in the boat and commenced towing her in company with the waist boat of the *Harmony*. We anchored the wreck about one o'clock in consequence of the tide being unfavorable. Immediately after getting dinner we were ordered by Capt. Hempstead to get ready to take provisions &c. on board the *Harmony* for the use of the officers and crew of the *Natchez* as he wished to get them off first in order to make sure of them, which was accordingly done. We having taken beef, pork, flour, butter, bread and rum with other articles on board the *Harmony*. On the next day the clothing of the wrecked men with two new ship's iron pumps, thirteen boxes of tobacco and several other articles were brought on board of the *Harmony*, our ship's company being engaged in receiving and stowing away the articles received from the wreck.

About 12 o'clock Capt. Hempstead sent the waist boat on board the *Harmony* we (Hazard and Smith) remaining on board the wreck. Capt. Hempstead then got the *Natchez* under weigh it being high water and commenced towing her up the bay until she grounded, lines were then run ashore and made fast to the kedge belonging to the *Harmony*, and upon the tide rising again she was hove as far as possible up on the beach, and after being placed in a secure position and firmly made fast to the kedge belonging to the *Harmony* which was sunk in the ground, all hands from the *Natchez* came on board the *Harmony* to take passage for this place with the exception of the four men formerly belonging to the *Natchez*, who were left by Capt. Hempstead in charge of the wreck and cargo until a vessel should next spring be sent to take them away with what could be saved from the ship and cargo.

Captain Hempstead remained on board the *Natchez* about seven days, and did not leave her until she was placed where she now lies. The wreck and both her crew and that of the *Harmony* being under the direct charge of Capt. Hempstead—he having taken command of the wreck when he went on board. And it was a matter of great surprise that no public sale was made of the wreck or cargo, and that no attempt was made to take the oil and bone from the *Natchez* to the *Harmony*, there being plenty of room on board for the greatest part of the oil and bone, with ample time to discharge the wreck and properly stow her cargo on board the bark, the weather being good for such work, the water smooth, and the two vessels close together.

It is the general impression of those on board that a private sale has been made by Capt. Bellows of the *Natchez* to Capt. Hempstead of the *Harmony*. Under these circumstances, and as we believe from what we have seen on board the wreck, as well as the fact that during this time no whaling was done, and that the labor we have performed in saving and securing the wreck of the ship *Natchez* and her cargo was by the express orders of Capt. Hempstead, and that he (Capt. Hempstead) had full charge and control of the whole wreck, and we having shipped on board the bark *Harmony* for our proportioned lay of the proceeds of the voyage—we do therefore demand from you our proportioned share of the proceeds received from the wrecked ship *Natchez* and her cargo, as well as what may be received from said *Natchez* and her cargo of oil that is now lying in Potter's Bay, Ochotok Sea.